PRINCIPLE THREE: PEDESTRIAN FRIENDLY, SAFE ENVIRONMENT
## THE IMPORTANCE OF A PEDESTRIAN COMMUNITY

A pedestrian friendly environment promotes walking over automobile use. Sidewalks, streets, stores, and housing are organized to create a vibrant atmosphere that stimulates transit use, economic investment and a sense of place. Safety is enhanced by multiple activities with "eyes on the street."

CONCEPTS

A Pedestrian Friendly Environment….

- Reinforces walking, cycling and transit use as enjoyable and preferable modes of travel.

- Makes it convenient to walk to neighborhood parks, shops and employment areas.

- Locates walking paths along or within view of all streets.

- Creates an attractive and interesting sidewalk streetscape with storefronts, street trees, art, etc…

- Maintains a continuous and active street wall of development.

- Produces desirable street activity to create a safe atmosphere that discourages crime.

Compact, mixed-use neighborhood centers provide convenient access to services and interesting places to walk or people-watch. 24-hour activity increases safety.
Source: DC Marketing Center
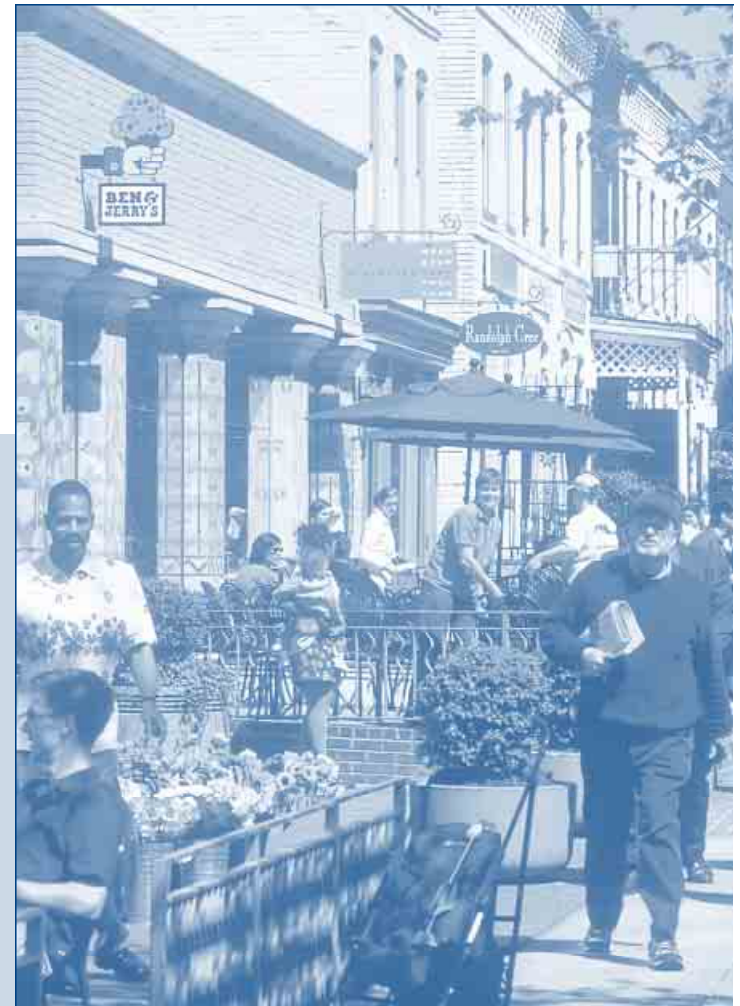
GUIDELINES

A. Ensure an active, lively and continuous street front and street activity.

- Maintain a "street wall" of development along sidewalks that allows views into building storefronts and defines a compact pedestrian realm.

- Orient retail, commercial and residential entrances onto the street to increase activity and create an interesting walking environment.

- Encourage street level retail to generate and attract walking trips.

B. Enhance quality streetscape and sidewalk spaces to emphasize walking as an asset to neighborhood life.

- Provide sidewalks and public space amenities including trees, lighting, and furniture.

- Ensure sidewalk are wide enough to accommodate intense pedestrian traffic and other active uses.

C. Create safe, continuous pedestrian paths with direct access to transit facilities.

- Connect sidewalks and pedestrian paths to create clear routes to transit and the core commercial district.

- Create pedestrian shortcuts through large blocks to facilitate walking.

- Provide well designed crosswalks at many points along major routes to shorten crossing distances and create a safe interaction with automobiles.

- Utilize on-street parking as a buffer between pedestrians and auto traffic.

D. Discourage auto-oriented land uses in the neighborhood center.

- Discourage land uses that attract auto traffic such as gas stations, drive-thrus, and large parking lots. These uses decrease the density needed for a pedestrian environment, interrupt the "street wall" and increase conflicts between cars and pedestrians.

- Minimize curb-cuts and driveways where pedestrians must cross automobile driveways.

Merchants, by having shops in the neighborhood (above), are invested in the community. Maintaining clean sidewalks, interesting displays, and watching the street can improve overall safety for a better business and pedestrian environment.
Source: Washington Regional Network

Storefronts oriented toward the street, wide sidewalks, well-marked cross-walks, signage, and lighting all contribute to a safe and walkable place.
Source: Pudget Sound Regional Council

E. Ensure an environment where cars, pedestrians and bikes can all circulate safely and efficiently.

- Employ traffic calming techniques (see sidebar on following page).

- Modify traffic flow to channel traffic onto arterial streets.

- Create designated bike lanes.

Clearly marked cross-walks allow pedestrians, bicycles, cars, and buses to safely circulate within the neighborhood center.

- Large, transparent storefront windows and doors that face the street engage pedestrians and invite activity.

- Outside displays or seating provide critical "eyes on the street"

- Ample sidewalks easily accommodate pedestrian traffic and provide critical public space.

- Benches, lights, and trees are amenities that also buffer pedestrians from the street.

- Roadway curb lanes provide on-street parking and opportunities for bike lanes allowing for many choices of transportation modes in the neighborhood center.

**F. Encourage development patterns that enhance community safety.**

- Locate entries and windows at the street to create activity and supervision in the neighborhood.

- Increase the number of housing units and businesses to generate economic stability and opportunities for positive activity day and evening.

- Avoid blank walls and vacant lots. These "dead zones" create opportunities for crime and discourage walking.

- Encourage porches, balconies, and patios to encourage outdoor use and additional "eyes on the street."

Blank walls create a cramped and unfriendly pedestrian environment.

TRAFFIC CALMING

Ideally, pedestrians, bicycles and automobiles are all able to move about and coexist harmoniously. Typically, however, speeding cars rule the streets and pose a barrier to safe and easy pedestrian movement. Excessively fast auto traffic is not only a safety hazard, but also means traffic is moving through the neighborhood without slowing to take advantage of retail and other activities the neighborhood has to offer.
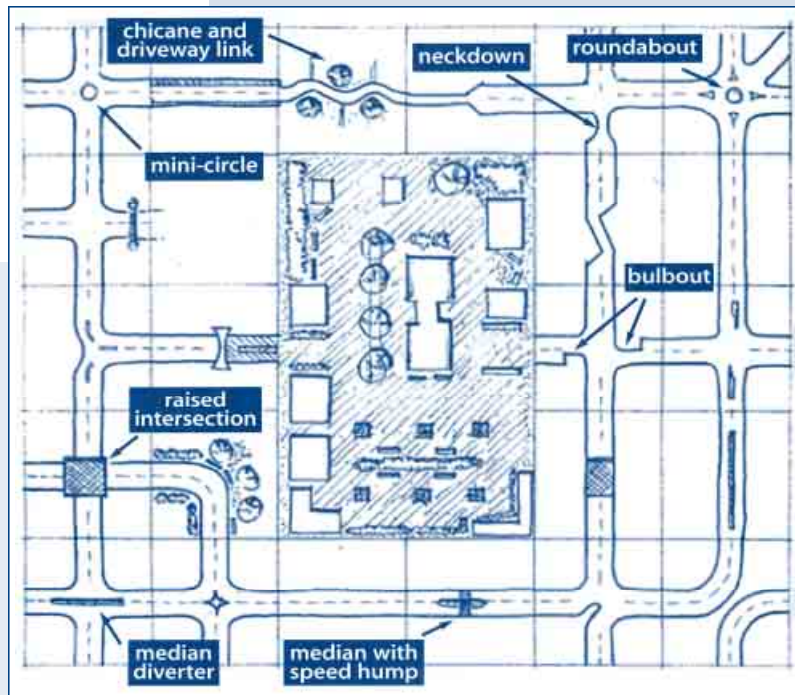
Traffic calming methods can not only create a safer environment for non-auto movement, but can also help drivers by ensuring a continuous flow of auto traffic at a constant, but safe, pace rather than "speed-up and stop" patterns.

Traffic calming measures range from expensive redesigns of streets and curbs, to less expensive modifications to pavement, to simple community campaigns and neighborhood activities. Traffic calming improvements change the physical appearance of the street thus changing the driver's perception and driving behavior. Traffic calming typically does not dramatically change the street capacity or function. Common traffic calming tools include:

- Curb bulbouts
- Intersection roundabouts
- Mini-traffic circles
- Median strips
- Landscaping
- Street trees/ street furniture
- Raised intersections or cross-walks
- Signage
- Street and sidewalk activity
- On-street parking
- Enforcement